

Message Text

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ACTION EB-12

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FM AMEMBASSY BONN

TO SECSTATE WASHDC PRIORITY 5412

INFO USMISSION BERLIN

AMEMBASSY LONDON

AMEMBASSY PARIS

C O N F I D E N T I A L BONN 15559

E.O. 11652: GDS

TAGS: PFOR, ETRN, WB, US, UK, FR

SUBJECT: AEROAMERICA

REF: STATE 214582

1. RE PARA 5, REFTTEL, AS THE DEPT IS AWARE, CAA TERMS OF REFERENCE ARE EXTREMELY GENERAL IN NATURE AND PROVIDE NO SPECIFIC GUIDELINES OR CRITERIA FOR THE REGULATION OF BERLIN AIR SERVICES. THE FLEXIBILITY AND THE LACK OF FIRMLY ESTABLISHED PROCEDURES INHERENT IN THIS SITUATION HAS PERMITTED THE CAA TO RECONCILE DIFFERING NATIONAL CIVIL AVIATION POLICIES IN HANDLING THE LARGE VOLUME OF RELATIVELY NON-CONTROVERSIAL MATTERS NECESSARY TO MAINTAIN A SYSTEMATIC FRAMEWORK FOR THE BERLIN SERVICE. THE ACCEPTANCE OF EACH OTHER'S NATIONAL AVIATION REGULATIONS WHERE POSSIBLE HAS BEEN FUNDAMENTAL TO THE CAAS MODUS OPERENDI.

2. IN TREATING CONTROVERSIAL ISSUES THE CAAS HAVE, OF COURSE, EACH REFLECTED THE COMMERCIAL AND POLITICAL INTERESTS OF THEIR RESPECTIVE CARRIERS AND GOVERNMENTS.

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AT THE SAME TIME THE CAAS HAVE NEGOTIATED THEIR POSITIONS

IN TERMS OF THEIR NATIONAL AVIATION REGULATORY PROCEDURES-
THUS WHEN BRITISH OPPOSITION TO MODERN AIR SAARBRUCKEN
SERVICE (CLEARLY BASED ON BEA'S COMMERCIAL INTERESTS)
WAS EXPRESSED IN TERMS OF THE BRISITH CONTENTION THAT
MODERN AIR WAS NOT SUFFICIENTLY RELIABLE TO ENGAGE
IN A SCHEDULED SERVICE WE COUNTERED BY CITING MAT'S
CAB CERTIFICATION (ALTHOUGH FOR SUPPLEMENTAL OPERATIONS)
AS EVIDENCE OF THE CARRIER'S SUITABILITY. BY THE SAME
TOKEN BOTH US AND BRITISH CIVIL AIR SPECIALISTS REMEMBER
THAT US CAA REQUESTED ASSURANCES THAT BRITISH
SUPPLEMENTALS ENTERING THE BERLIN MARKET WERE PROPERLY
LICENSED BY UK AUTHORITIES TO ENGAGE IN COMMERCIAL
CHARTER ACTIVITIES. FOR THIS REASON AS FAR AS WE
CAN DETERMINE US CAA HAVE VIEWED CAB AUTHORITY TO
OPERATE IN THE US AS A PREREQUISITE TO US SUPPORT
IN THE CAA FORUM HERE.

3. A REVIEW OF AVAILABLE EMBASSY RECORDS INDICATES
THAT FOR THE PERIOD 1958-1962 PASSENGER CHARTER
OPERATIONS WERE PROVIDED SOLELY BY BRITISH CARRIERS.
IN THE PERIOD 1962 THROUGH 1974 THE FOLLOWING US
OPERATORS WERE GRANTED CAA AUTHORITY TO ENGAGE IN
BERLIN INCLUSIVE TOUR OPERATIONS:

1962 RIDDLE AIRLINES
1963 INTERNATIONAL AIRLINES
1964 INTERNATIONAL AND SATURN
1965 CAPITOL AND SATURN
1966 CAPITOL AND SATURN
1967 CAPITOL AND SATURN
1968 MODERN AIR TRANSPORT
1969 THROUGH 1974 MODERN AIR TRANSPORT.

4. WE BELIEVE ALL OF THE ABOVE WERE AT THE TIME
CAB CERTIFICATED SUPPLEMENTAL CARRIERS. ALTHOUGH THE
EMBASSY HAS NO RECORD IN ITS FILES OF CAA REJECTION OF
A US OPERATOR, EMBASSY CIVIL AIR SPECIALIST RECALLS
THAT IN 1964 OR 65 A REQUEST FOR APPROVAL OF A
SUBCHARTER ON BEHALF OF SATURN WAS REJECTED BY US
CAA BECAUSE THE CARRIER DID NOT HAVE A SUPPLEMENTAL
CAB CERTIFICATE. A LOCAL SATURN EXECUTIVE RECALLS THE
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CASE AND IS LOOKING THROUGH HIS FILES TO SEE IF HE
CAN HELP US IDENTIFY THE COMPANY IN QUESTION.
HILLENBRAND

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